

The China Mail.

Established February, 1845.

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號九月七年四十八百八千一英

HONGKONG, WEDNESDAY, JULY 9, 1884.

日七十月五年申甲

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON: F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GORDON & GORAN, Ludgate Circus, E.C. 4. BATES HENDY & CO., 37, Walbrook, E.C. 4. SAMUEL DRACON & CO., 150 & 151, Leadenhall Street. PARIS AND EUROPE: GALLIEN & PAINON, 35, Rue Lafayette, Paris. NEW YORK: ANDREW WING, 21, Park Row. AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORAN, Melbourne and Sydney. SAN FRANCISCO and American Ports generally: BRAN & BLACK, San Francisco. SINGAPORE, STRAITS, &c.: SAYLE & CO., Singapore. C. HINSHEN & CO., Malacca. CHINA: MACAO, Messrs A. DE MELLO & CO., Macao. SHANGHAI, HONGKONG, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., Hongkong, and WALSHE, Yokohama, LANE, CRAWFORD & CO.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000.
INSTALLED FUND, \$2,074,744.75
NEW SHARE, \$2,074,744.75

RESERVE FUND, \$2,500,000.
INSURANCE PREMIUM, \$1,663,361.66
NEW SHARE, \$1,663,361.66

COURT OF DIRECTORS.
Chairman: P. McDONALD, Esq.
Deputy Chairman: H. F. D. SASSOON, Esq.
C. D. HODGKINSON, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.

CHIEF MANAGER.
HONGKONG: THOMAS JACKSON, Esq.
SHANGHAI: EDWIN CAMERON, Esq.
LONDON: BARNES, London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit: Account at the rate of 2 per cent. per annum on the daily balance.

FOR Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BELLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Office of the Corporation,
No. 1, Queen's Road East,
Hongkong, April 2, 1884.

Notices of Firms.

NOTICE.

WE Have from this Date ESTABLISHED our BUSINESS as MERCHANTS and COMMISSION AGENTS, and have authorized Mr. TO SEU YU 杜少海 and Mr. WEE KO PEE 黃高福 to Manage our Business and Sign our Name.

SWEET HIN LEONG,
48, Bonham Street, West,
Hongkong, July 8, 1884.

NOTICE.

WE Have this day Admitted as a PARTNER in our Firm Mr. WILLIAM SNELL ORR.
Our PARTNERS now are Mr. THOMAS DEAS BOYD, Mr. EDWARD NEILSON ROSE, Mr. THOMAS COVILL and Mr. WILLIAM SNELL ORR.

BOYD & Co.,
Amoy, 1st July, 1884.

Intimations.

NOTICE.

PERSONS desirous of Exchanging Solid ONE DOLLAR NOTES for SHANGHAI BANKING CORPORATION from this date.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, May 30, 1884.

NOTICE.

NOTICE is hereby given, that by the Provisions made under Two Bills of Sale dated respectively the 3rd day of March, 1883, made respectively between ABRAHAM ELIAZAR ABRAHAM and SOLOMON MEYERS of the one part, and the said ABRAHAM ELIAZAR ABRAHAM and SOLOMON MEYERS of the other part, we the Under signed have this Day entered and taken possession of the Premises known as the "SWEET STONE" in Marine House No. 17, Queen's Road, Hongkong, and will transact all Business from henceforth on our own account and in our Names.
Dated the 14th day of June, 1884.

A. A. ECA DA SILVA,
S. MEYERS.

ROBT. SIM & CO.'S PATENT ANTI-FOULING COMPOSITION
as supplied to
Her Majesty's Ships: The P. & O. S. N. Co. The Douglas Steamship Company; The Japanese Government.
Sole Agent, China, Japan, and Manila, EDWARD GEORGE.
Hongkong, January 31, 1884.

Intimations.

NOTICE.

THE GERMAN STEAMSHIP MILLTON will Run between this and MACAO every OTHER DAY, commencing on THURSDAY, the 10th Instant, leaving Hongkong at 10 a.m., and Macao at 11 a.m.
For Freight and Passage, apply to
F. BLACKHEAD & Co.,
HONGKONG;
MILNICH & Co.,
Macao;
or Captain on Board.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

COMMENCING on MONDAY, the 30th Instant, and until further Notice, the "POWAN" will run DAILY between Canton and Macao, leaving Canton at 8 a.m., and Macao at 6 p.m.

By Order,
T. ARNOLD,
Acting Secretary.

Hongkong, June 24, 1884.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2. The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
3. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
4. Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.
5. Persons desirous of saving sums less than a dollar may do so by affixing clean one-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.
6. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
7. Deposits may be forwarded from the Bank by means of clean Hongkong Postage Stamps of any value.
8. Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.
9. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
10. Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked "On Hongkong Savings' Bank Business," be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
11. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
12. All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884.

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884.

HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG.

THE Public of Hongkong and the Coast Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly FURNISHED throughout, and there are ROOMS suitable for either MARIED COUPLES or SINGLE PERSONS.

THE TABLE will be supplied with the BEST of the MARKET can provide.

The WINES and LIQUORS supplied, both at the Bar and Table will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as DINNER and SUPPER, can have ALL REQUISITE information by applying to

GEORGE SPAINFIELD,
Proprietor.

Hongkong, February 23, 1884.

NOTICE.

THE Under signed has this Day REMOVED his FURNITURE STORE to the Premises lately occupied by Mr. DUNN, No. 6, Queen's Road Central.

A-TACK,
Furniture Dealer.

Hongkong, June 12, 1884.

NOTICE OF REMOVAL.
ON and after the First June next, the STORE of the Under signed will be REMOVED to the Premises lately in the occupation of Messrs. ECA DA SILVA & Co., No. 48, Queen's Road.

H. FOURNIER & Co.,
Storekeepers & Wine Merchants.

Hongkong, May 1, 1884.

For Sale.

NEW SEASON'S TEA.

LANE, CRAWFORD & Co. have Received their Supply of their well-known PRESENT TEA

'THE GUMSHAW MIXTURE'

in 5 and 10 Catty Boxes.

They are now forwarding the first parcel to England, and will be obliged by Orders from those who desire to have

Boxes sent to their friends.

PRICE:—\$ 7.50 per 5-catty Box delivered FREE to any address
\$12.00 " 10-catty " " in the United Kingdom.

Hongkong, June 30, 1884.

NOTICE.

SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the SENIOR PARTNER, the BUSINESS carried on in Hongkong will be CLOSED

On or before the 31st day of August Next,

AND THE WHOLE OF THE STOCK is now offered at a REDUCTION of 25 per Cent. on the Marked Prices.

Special terms will be made for parcels of Goods over \$100 in value purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884.

Intimations.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary MEETING of the CHINA SUGAR REFINING COMPANY, LIMITED, will be held at the Company's Offices, Hongkong, on WEDNESDAY, the 23rd Instant, at 12.30 p.m., to confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held on the 8th Instant:

That at the end of No. 121 of the Articles of Association, there be added the following Words, that is to say:—

"Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they shall think fit."

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, July 8, 1884.

Intimations.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary MEETING of the SHAREHOLDERS will be held at the Company's Offices, Hongkong, on WEDNESDAY, the 23rd Instant, at 12.30 p.m., to confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held on the 8th Instant:

That at the end of No. 117 of the Articles of Association, there be added the following Words, that is to say:—

"Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they shall think fit."

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, July 8, 1884.

HAIR

Possesses a vitality of its own that often endures the rest of the physical organism. More frequently, however, either through disease, inherent weakness, or age, it falls out, turns gray, or fades away.

Ayer's Hair Vigor
Cures the disease of the scalp and hair; strengthens hair that is naturally weak; nourishes and invigorates torpid hair roots, causing a new, vigorous, and luxuriant growth of hair on bald heads; and restores itching, redness, color, and lustre to faded and gray hair.

AYER'S Hair Vigor is also a Toilet Luxury
Superior to all other preparations for the dressing of the hair. It imparts pliancy, softness, lustre and luxuriance of growth, and not only cures bald head, itching humors, Tetter Sores, Dandruff, &c., but averts them, and prevents the hair falling out and turning gray.

Prepared by
Dr. J. C. Ayer & Co., Lowell, Mass.
Sold by all druggists.

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
23, PRINCE STREET.

COTTON DOCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BOATS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

Intimations.

HOP SHING & Co.,
ENGINEERS, BOILER MAKERS,
COPPER SMITHS, BRASS & IRON FOUNDRIES, &c.,
WEST POINT IRON WORKS.

HAVING This Day commenced Business, we are ready to undertake Work of the above Descriptions under the Supervision of an Experienced European. Orders executed with the utmost despatch and at moderate terms.

24th September, 1883.

D. K. GRIFFITH
HAS OPENED HIS
NEW PHOTOGRAPHIC STUDIO,
No. 1, Dabell Street,
In rear of the Chartered Bank of India, Australia and China.

THE NEW RAPID DAY PLATES, he is now working, are Twenty Times quicker than the Old process and make Portraits of Children easy and certain to secure.

The Studio is open daily, and Portraits are taken in any weather at Moderate Charges, while every care is taken to procure permanency of the prints.

NEW VIEWS OF HONGKONG AND THE COAST FORTH ALWAYS READY.

Hongkong, May 24, 1884.

1,450 Prizes. 250,000. 1,450 Prizes.
THE SYDNEY JOCKEY TURF CLUB'S MELBOURNE CUP CONSULTATION-1884.

MEMBERS 21. DRAWING. To be run on the Flamingo Race Course, Melbourne, in November, 1884.

Distribution as follows:—
First Horse, 25,000; 10 Cash Prizes, 2,500 each, 25,000.
Second Horse, 4,000; 30 " " " 300, 4,000.
Third Horse, 2,000; 50 " " " 100, 2,000.
Other Stakeholders, 1,500; 20 " " " 25, 1,500.
No 10 Stakeholders, 1,500; 20 " " " 25, 1,500.
Cash Prize, 2,000.
2 Cash Prizes, 2,000.
3 Cash Prizes, 2,000.
4 Cash Prizes, 2,000.
5 Cash Prizes, 2,000.

THE SYDNEY JOCKEY TURF CLUB
Beg to inform the Sporting Public of China that they have made arrangements for holding a 250,000 CONSULTATION on the forthcoming Melbourne Cup of 1884, when about 1,450 PRIZES will be awarded to the Fortunate Holders of the winning Numbers.

The Highest Prize being 25,000; and the Lowest 210. Less 15 per cent. for expenses. Winning Numbers can be forwarded for payment or collection to the Manager of any Bank, either in Sydney (N.S. Wales), or Melbourne (Victoria). Drawing will take place under the Committee of Management, about four clear days before the Day of Race. Result Slips are forwarded to all Subscribers. Any Subscriber can be present at the drawing either in person or by proxy, on making application to the Secretary in writing. Add 1/ for Reply and Result. Drafts of P. O. Orders to be made payable to JAMES WALLACE, Secretary, S. J. T. O., 200, Oxford Street, Sydney, Australia.

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Under signed have been appointed AGENTS for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of Vessels. The BOILER WORK in connection with the Dockyard are under the direction of experienced Europeans and possess all the necessary appliances for REPAIRS to STEAM and MACHINERY.

ROLMER, RINGER & Co.
Nagasaki, March, 1884.

For Sale.

FOR SALE.
A FINE AUSTRALIAN COW in full Milk, with a BULL CALF 10 months old.—Price for the Pair \$800 (dollars).

Apply to
No. 5, PEDDER'S HILL,
Hongkong, June 21, 1884.

NOW ON SALE.
A CHINESE DICTIONARY
CANTONESE DIALECT,
BY
DR. H. J. EITEL.

CROWN OCTAVO, PP. 1018.
HONGKONG, 1877-1883.

Part I. A-K, ... \$2.50
Part II. K-M, ... \$2.50
Part III. M-T, ... \$3.00
Part IV. T-Y, ... \$3.00

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kargh's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1883.

FOR SALE.
JULES MUM & Co.'s
CHAMPAGNE.

Quarts, ... \$20 per 1 doz. Case.
Pints, ... \$21 per 2 doz. "

GIBB, LIVINGSTON & Co.
Hongkong, December 20, 1883.

FOR SALE.
SIX EUROPEAN HOUSES, Nos. 1, 2, 3, 4, 5 and 6, ALEXANDRIA TERRACE, Monthly Rent, \$330.

Apply to
"A. B.",
OFFICE OF THIS PAPER.

Hongkong, May 23, 1884.

JUST LANDED AND FOR SALE.
A PARCEL OF NEW SEASON'S
POOCHOW TEA

of the Finest Quality, Specially Selected for the Hongkong Market.

Prices:—
Boxes of 5 Catties ... \$ 3.50 each.
" 10 " " " " \$ 6.00 " "
" 20 " " " " \$12.00 "

ALSO,
An Assortment of BEER from AMERICA.

The Celebrated
MILWAUKEE
AND
ST. LOUIS ANHEUSER.

Prices:—
\$1.00 ... per dozen Pints.
\$3.00 ... " " " Quarts.

JULES MUM EXTRA DRY
CHAMPAGNE.

Prices:—
\$11.00 ... per dozen Pints.
\$20.00 ... " " " Quarts.

Orders promptly attended to.
H. ST. CLAIR GREELEY,
Manager,
HONGKONG HOTEL.

Hongkong, July 7, 1884.

PUBLICATIONS BY J. DYER BALL.

"CANTONESE MADE EASY"—A Book of SPOKE SENTENCES in the CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

"We most cordially recommend it."—
China Mail. "Will be found to supply a want long felt by students of Cantonese."—
Daily Press. "Mr. BALL'S Notes on Cantonese and English will be found very valuable."—China Mail.

"EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY."—
Price, \$1.

"The Sentences given appear to be well arranged."—China Mail. "Contains a wide range of subjects."—China Recorder, &c. "An extensive Vocabulary."—Daily Press.

FOR SALE at Messrs. KELLY & WALSH'S, W. HARRISON, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs. TITMENSEN & Co., London.

Hongkong, January 23, 1884.

TO LET.
TO LET.
THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. RUSSELL & Co.

GEORGE R. STEVENS & Co.
Hongkong, August 1, 1883.

TO LET, FURNISHED.
TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.

Apply to
MANAGER,
China Mail Office.

Hongkong, April 15, 1884.

To Let.

STORAGE.
THE Under signed are prepared, from this date, to take GOODS on STORAGE in their Office Godowns, PRINCE CENTRAL.

RUSSELL & Co.
Hongkong, July 8, 1884.

TO BE LET.
NO. 9, UPPER MOSQUE TERRACE.
Possession from 1st May.

Apply to
DOUGLAS LAFRAIK & Co.
Hongkong, April 6, 1884.

TO LET.
NO. 25B, PRINCE CENTRAL.
Nos. 4, 7 and 8, SEYMOUR TERRACE.
No. 7, GARDEN ROAD (KNOWN AS "HARPERVILLE").
No. 44, GRAHAM STREET.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 2, 1884.

GODOWNS-TO-LET.
PRINCE EAST AND WANCHAI ROAD.

For Particulars, apply to
SIEMSEN & Co.
Hongkong, April 26, 1882.

TO BE LET.
A FURNISHED HOUSE in one of the TERRACES.

For Particulars, address
"J. D. B.",
c/o China Mail Office.

Hongkong, March 25, 1884.

NOTICES TO CONSIGNEES.
S. S. ARRATON APCAR,
FROM CALCUTTA, PENANG AND SINGAPORE.

CONSIGNEES, by the above Vessel are requested to take immediate delivery of their Cargo. The Steamer will go into Dock on FRIDAY MORNING, the 11th Inst., and all Cargo impeding her discharge by that time will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 8, 1884.

NOTICE.
CONSIGNEES, and all others interested in Cargo from SINGAPORE, SAIGON and HONKOW, by S. S. MAILORANGE, are hereby informed that part of the Cargo has been saved by the Under signed, with whom they will please communicate.

The saved Goods are stored at present in our Godowns.

A. SCHOMBURG & Co.
Hohow, June 21, 1884.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Glenary having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Under signed, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Cargo remaining undelivered after the 11th Instant will be subject to rent. No Fire Insurance has been effected.

For Sale.

MacEwen, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSARIAT).
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and California CHEESE.
COUNTRY BUTTER.
PRIME HAM and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb kegs.
Best Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robinson's Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Cham CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
900 lb. " "
1,200 lb. " "

AGATE IRON WARE.

INSULATION RUBBER.
TECHNICAL PATENT PACKING.

HITCHCOCK HOUSE LAMPS.

PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PNEUMATIC RIFLES.

REVOLVERS.
DERINGERS.

PAINTS and OILS.

TALLOW and TAR.
VARNISHES.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF

STORES,
including:

ALMONDS and RAISINS.
FRANCO PLUMS.
TERRACOTTA'S DESSERT FRUITS.
JORDON ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kipped HERRINGS.
Herrings a la SARDINES.

Best BACON in this
COOCOA.
VAN HOUTEN'S COCOA.
BIR'S COCOA.

SPARTAN

COOKING STOVES.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints and quarts.
1885. GRAVES.
BREAKFAST CLARET, " "

SHERRIES & PORT.

SACCO'S MANZANILLA & AMON-
TILLADO.
SACCO'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.
COGNACISM'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LI WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOB.
E & J. BOKER'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLAN PRAT & Co.'s VERMOUTH.
JAMESON'S WHISKY.
MAISALA.
EASTERN ODER.
CHATEAUVERNE.
MURASCHINO.
CURACAO.
ANGOSTURA, BOKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E.
& J. BOKER, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

SPECIAL SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST OONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAVES, CASH and PAPER
BOXES, at Manufacturers' Prices.
Hongkong, June 14, 1884. 981

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, RATAVIA,
COLON, FONDCHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSEILLE, AND PORTS
OF BRAZIL, LA PLATA,
LONDON AND ANTWERP.

ON THURSDAY, the 10th July,
1884, at Noon, the Company's
S. S. *PERITH*, Commandant, Mr. F. J. J. J.
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Shipping Orders will be granted until
Noon of 9th July, 1884.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 9th July, 1884. (Parcels are not
to be sent on board, they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

I. MARTIN,
Acting Agent.

Hongkong, June 27, 1884. 1071

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S. S. *ARABIC* will be despatched
on SATURDAY, the 12th July, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received at
the Company's Office, until 5 p.m. the
day previous to sailing.

Return Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Offices
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
and Passage, apply to the Agency of the
Company, No. 50A, Queen's Road, Hongkong.

F. E. POSTER,
Agent.

Hongkong, July 2, 1884. 1093

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on Fire Class Goods at 1
per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1884. 933

Intimations.

"SULPHOLINE LOTION."

AN External Means of CURING SKIN
DISEASES. There is scarcely any
eruption but will yield to "Sulpholine" as a
few days, and commence to fade away, even
if it seems past cure. Ordinary pimples,
redness, blotches, scurf, roughness, various
as if by magic, whilst old, enduring skin
disorders, that have plagued the sufferer for
years, however deeply rooted they may be,
"Sulpholine" will successfully attack them.
It destroys the animalcules which
cause these unsightly, irritable, painful
affections, and always produces a clear,
healthy, natural condition of the skin.
"Sulpholine" Lotion is sold by most chemi-
cists. Bottles, 2s. 6d. Made only by J.
PETER & Co., London.

LIVER COMPLAINTS.

DR. KING'S DANDELION & QUININE
LIVER PILLS (without Mercury).
THE BEST REMEDY FOR BILIOUS-
NESS, STOMACH DERANGEMENT,
FLATULENCE, PAINS BETWEEN THE
SHOULDERS, BAD APPETITE, INDIGES-
TION, ACIDITY, HEADACHE,
HEARTBURN, and all other symptoms of
disordered liver and dyspepsia. Admire-
dly purges the system, and restores the
liver to its normal vigorous state, and the
safest and mildest pills for every constitu-
tion. In boxes, at 1s. 11d., 3s. 6d., and
4s. 6d. Sold by Chemists throughout the
world.

PEPPER'S QUININE & IRON TONIC

ROUSES and develops the nervous sys-
tem, enriches the blood, promotes
appetite, dispels languor and depression, for-
tifies the digestive organs. Is a specific
remedy for neurasthenia, indigestion, fever,
loss of sleep, and all wasting diseases,
scrophulous tendencies, &c. The whole
frame is greatly invigorated by Pepper's
Tonic, the mental faculties brightened,
the constitution greatly strengthened, and a re-
turn to robust health certain. Bottle, 3s.
3d., 6s. 6d. Sold by Chemists every-
where. Made only by J. PEPPER & Co.,
London.

TARAXACUM & PODOPHYLLIN.

THIS fluid combination, extracted from
medicinal plants, is now used instead
of blue pill and calomel for the cure of
dyspepsia, biliousness, and all symptoms of
congestion of the liver, which are generally
pain beneath the shoulders, headache,
drowsiness, no appetite, forced tongue, dis-
agreeable taste in the morning, griping
distention of the stomach, and feeling of
general depression. It is the safest medicine.
Taraxacum and Podophyllin is a
fluid made only by J. PEPPER, Bedford
Laboratory, London, whose name is on
every label. Bottle, 2s. 9d. Sold by all
Chemists.

LOCKYER'S SULPHUR HAIR RESTORER

WILL darken grey hair, and in a few
days completely bring back the nat-
ural colour. The effect is superior to that
produced by a direct dye, and does not
injure the skin. Large bottles, 1s. 6d.
Lockyer's is equal to the most expensive
hair restorer.

LOCKYER'S SULPHUR HAIR RESTORER

IS the best for restoring grey hair to its
former colour. It produces perfectly
natural shade, and is quite harmless. Val-
uable for destroying scurf and encouraging
growth of new hair. Sold everywhere.
1s. 6d. 3y 1w2 1m5y

FREDERIC ALGAR,

COLONIAL, NEWSPAPER & COM-
MISSION AGENT.

11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with New-
papers, Books, Types, Ink, Presses,
Papers, Correspondents, Letters, and any
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

Vessels Advertised as Loading.

Deduction. Vessels. Captain. Agents. Date of Leaving.

Bombay, via Straits. Sumatra (s). P. & O. S. N. Co. July 12, at 3 p.m.

Hohow and Pakhoi. Ping-on (s). Russell & Co. July 11, at daylight.

London, via Suez Canal. Glenartney (s). Jardine, Matheson & Co. quick despatch.

London, via Suez Canal. Cyclops (s). Butterfield & Swire. About July 11.

London, &c., via Suez Canal. Rosetta (s). G. W. Brady. P. & O. S. N. Co. July 17, at 4 p.m.

Manila, &c., via Suez Canal. Rosetta (s). Russell & Co. July 19, at 5 p.m.

Manila, &c., via Suez Canal. Rosetta (s). Russell & Co. July 19, at 5 p.m.

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Manila, &c., via Suez Canal. Rosetta (s). Russell & Co. July 19, at 5 p.m.

To-day's Advertisements.

FOR SHANGHAI

The Steamship
Yangtze, will be
dispatched for the above
Port TO-MORROW, the 10th Instant, at
3 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, July 9, 1884. 1134

FOR HOIHOW AND PAKHOI.

The Steamship
Ping-on, will be
dispatched for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 9, 1884. 1135

FOR VICTORIA, BRITISH COLUMBIA.

The 3/3 L.L. American Bark
Woodward, will be
dispatched for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 9, 1884. 1136

FOR NEW YORK.

The 3/3 L.L. American Ship
El Capitan, will be
dispatched for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 9, 1884. 1137

CHINA TRADERS' INSURANCE COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighteenth Ordinary MEETING
of SHAREHOLDERS in the above
Company will be held at the HEAD OFFICE,
Victoria, Hongkong, on THURSDAY,
the 21st Instant, at 4 o'clock p.m., for the
purpose of presenting the Report of the
Directors, and Statement of Accounts to
30th April last, and of declaring Dividend.
The Transfer BOOKS of the Company
will be CLOSED from the 18th to the 31st
Instant, both days inclusive.

By Order, W. H. RAY,
Secretary.

Hongkong, July 9, 1884. 1133

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.
No Fire Insurance has been effected.
Ex. Irregularly.
M & G 1/30-30 cases Dyes, Order, from
E P. Marseilles.

Typhoon. Government Astronomer reports to-day: The barometer has fallen in Manila and has risen along the coast, which is due to the anti-cyclonic area of the typhoon having left Manila but still covering the coast. According to a telegram from Hainan, the centre of the typhoon passed there on the 8th inst. at 4.30 p.m. (minimum pressure 29.00). From observations here it appears to have travelled with a velocity of about 20 miles an hour, and the disturbance appears to have been of an elongated shape and to have extended 600 miles in front of the centre.

This disturbance at Quarry Bay on Friday evening last, seems to have been rather more serious than was at first stated. Further evidence was given in the case at the Police Court this morning. A Chinese coolie stoutly asserted he was beaten by the watchman with iron hammers, and showed several bruises which he said were the result of the fighting. The manager in charge of the works also gave evidence. He said that about seven o'clock on Friday evening, an hour after the shifts had been changed, he saw a large crowd round one of the gates, and one or two watchmen walking backwards and forwards. Immediately afterwards he saw stones thrown, and then a cry of 'ta' was sounded all over the yard. Stones throwing and beating with sticks now became general. Witness was afraid to go down as he thought the crowd was a dangerous one. Two shots were fired, and then he saw defendant come down to the assistance of the other watchman. Another shot was fired, and then there was quiet. Witness believed if the revolver had not been fired, the watchman would have either been murdered or severely injured. The case was remanded until to-morrow. Mr Caldwell appeared for the defendant.

A GENERAL Wang, who was hovering about on the borders of Kwang-sai at the time of the disaster at Baocun, with some troops raised under the direction of Tso Chung-t'ang, and who perhaps had something to do with the defeat of the French at Langson later on, in a long letter to his chief, printed yesterday in the *Chung-nai San-pu*, explains the reason of the disaster as follows:—There was at Baocun a total want of discipline and organization; in so much that both officers and men had taken possession of the houses of the people and eight or nine tenths of their women. Six or seven tenths of the troops smoked opium and remained in the houses of the people instead of in the camp. They were abhorred and detested by the Annamese, who naturally sought protection by joining the French religion, to the great detriment of the imperial forces. Then, the regionals had not their full complement of men, but a little over 200 each; and the pay of the men, only Taels 2.4 a month, was clipped over and over by rapacious officers, so that there was universal discontent, and no heart for fighting. As soon as they saw a French ship approaching their stations, they ran off with their women. The officers treated the business of the garrison as play, enforced no order, extorted the soldiers' pay, and let their numbers dwindle away. With abuses like these, though there were a million of men, they must inevitably be defeated.

Several vessels which have arrived in harbour to-day report having experienced stormy weather; and the Douglas Steamship Co.'s steamer *Thales*, Captain T. G. Pocock, appears to have weathered a typhoon in the harbour of Nakong.

The *Thales* reports.—Left Foochow on the 27th inst. for Taiwan. Had fresh North Easterly winds and rain first part of passage; latterly light and variable. Arrived off Taiwan, noon 28th ult. but owing to barometer falling and weather looking threatening we put back to Nakong Harbour and anchored at 6.30 p.m. During night of 28th had very heavy squalls of wind and rain. From 1 p.m. of 29th till 7 p.m. same day we experienced a typhoon. On morning of 30th ult., weather being fine, we again started for Taiwan and arrived on same afternoon. Left Taiwan on the 6th inst., and had light and variable winds to Amoy. Left Amoy on 7th inst. and had moderate and fresh S. Easterly winds, with a very confused sea to port.

The *Ping On*, Captain A. MacCallin, reports:—Left Pakhoi on the 4th and Hoihow the 6th of July. Had fine weather and light N.W. breeze to 75 miles of Hainan head; then strong N.E. wind and squalls, looking weather with a heavy sea. On the 7th still blowing hard and heavy sea, came to anchor under Koo-ko. On the 8th, the wind moderated and veered to S.E. Weighed anchor and arrived in Hongkong to-day.

These welcome tidings that the British steamer *Kremlin*, Captain Andrews, had been towed into Hoihow, with a broken shaft, by the steamer *Mongkut* on the 6th inst., was brought on here this morning by the steamer *Ping On*, Captain MacCallin. The *Mongkut* arrived here this afternoon without the *Kremlin*, and reports:—Left Bangkok, outside anchorage, on the 28th June, bound for Hongkong via Hoihow. On the 1st July, when 14 miles E. by N. of Pyramid Island, picked up the steamer *Kremlin*. We proceeded to tow her to Saigon, but after we had towed for about two hours against the monsoon, and the wind and sea had increased, the tow-ropes parted. Secured her again and towed her

North. She did not wish to be towed into Tourane, or any port on the coast. On the 5th July arrived with her safely in Hoihow harbour, having towed her 600 miles. On the 6th July we left Hoihow with her. The weather was fine and calm, bar. 29.87. Towards night the bar was falling, and a high easterly swell getting up. On the 7th July, we commenced with a fresh N. E. wind, squalls and high sea; barometer still falling. At noon it was typhoonish in appearance, with bar. at 29.50 and blowing a gale from N.E. Both vessels were hove head to the Eastward, engines going slow; at 3 p.m. we had a heavy gale, and the tow-ropes were carried away. At 4 p.m. a typhoon came down on us from N. E. and continued with terrific squalls until 10 p.m., when the wind shifted to the East, afterwards to the S. E. and S. S. E., and moderated. There was a tremendously high sea. The lowest reading of the bar was 29.24 at 9 p.m. On the 8th July the wind was S. E. by S., with a good swell running from the S. E., weather rainy. Went in search of the *Kremlin*. At noon, close to the Sand Banks; weather clearing, but as nothing was to be seen of the *Kremlin*, and being afraid of running short of coals, set course for Hongkong in the afternoon.

We learn from Kienkiang that two tigers made their appearance there a few days ago, and carried off three children. They came from the mountain range behind Kienkiang, and were seen close to the bund of the foreign settlement. A number of foreigners went out tiger-hunting and traced the footprints for a great distance, but did not succeed in spotting the game.—*Shanghai Courier*.

The garrison stationed at the Woosung mud Forts was not a little terrified a few nights ago, by one of the Bravos posted on guard giving the alarm that a French man-of-war attempted to attack the fortification. The circumstances which led to this singular supposition were as follows: The new Chinese corvette *Nan Tien* was returning from Nanking. This vessel is supplied with a powerful electric lighting apparatus, and in order to test its effectiveness it was lighted when close to Woosung and the glare was thrown on the Forts. The Chinese guards suddenly finding in the middle of night the fortifications cast into broad daylight and seeing a strange man-of-war close to them, were so terrified that they reported, in the greatest haste, the matter to the commandant, warning him from his slumber by the not very glad tidings that a foreign warship was attempting to attack the place. Instantly orders were given to call to quarters, drums were beaten, the shrill sound of trumpets was heard, then the confused voices of command and in a few minutes time the mud walls of the forts swarmed like a beehive, red-coats armed with breach loaders, halberds and spears ready to repulse the expected invasion. It must have been a very funny sight; but the Captain of the corvette fearing that the fort might fire a shot or two at the vessel, turned off the electric current and anchored not far from the forts, waiting for the tide to proceed to his headquarters. On the following morning, it having been found that the man-of-war in question was the new Chinese corvette, the Commandant of the Forts paid a visit on board to the commander; and there, by a hearty morning repast the former explained the cause of his undisturbed alarm; and we were told that both had a good laugh about the matter, promising each other not to betray the misunderstanding, as it would reflect rather strangely on his person and the garrison; but somehow or other, the affair became known in Shanghai.—*Shanghai Mercury*.

This most contradictory account has been given of what took place at Langson, or rather the foreign and native accounts differ most materially. The following account, which appears in the *N. C. D. News*, and is evidently derived from French sources, agrees with that given in our correspondence from Tonquin.

Now the first clause of the Convention of Tientsin stipulated that the most formidable Chinese forces on the frontier of Tonquin. In order to avoid any misunderstanding on that point, a subsequent and unpublished Convention was drawn up to fix the date of the departure of each of the Chinese garrisons. It had been specially understood that the French troops should occupy Langson [Langson], Cao-bang, and that the French from the 6th June; this delay, however, was prolonged by General Millet in a spirit of conciliation, and it was not until the middle of June that the French column, which had orders to occupy Langson, left Hanoi. The column, which, we believe, was composed of three hundred men, plus a certain number of Tonquinese auxiliaries, had arrived at a three days' distance from Langson, and was advancing all good faith in accordance with the terms of the Treaty, when it was suddenly attacked in a dangerous passage by a contingent of Chinese forces, estimated at from four to five thousand men at the lowest computation. The French troops, notwithstanding the suddenness of the onslaught, were able to keep their position, but lost seven of their number, forty others being wounded. Such are, we believe, the plain facts of this deplorable affair, and they may be left to speak for themselves. But the serious part of the business is yet to come. We thought at first that the *contretente* had arisen from some most unfortunate misunderstanding, and fully expected—as we have stated above—that the Tung-ti Yamen would promptly disavow the action of the military commandant who had compromised so seriously the provisions of the Convention of Tientsin. We are assured, however, that such is not the case, and that the Chinese Government, so far from repudiating all complicity with the attack, is actually attempting to evade the Convention itself. This is a severe disappointment to us, who had supposed so very differently and so very hopefully from the new departure in policy which we, in common with our countrymen, had believed to be a fact. Making the fullest allowance for the pressure brought to bear upon them by the Chauvinist Party in the North, we can even now scarcely believe the rulers of China capable of assuming such heavy responsibilities, and of throwing themselves with light hearts into an undertaking which may bring such disastrous consequences upon the country. But the appointment of Admiral Courbet as Commander-in-Chief of the two French fleets in Chinese and

Tonquinese waters may be held to indicate that the French Republic resolved to have recourse, if need be, to the most energetic measures to obtain final and complete redress. The Admiral is expected here immediately, and is to confer with M. Patenotre upon the situation.

EXHIBITION BY THE SKETCHING CLUB.

The seventeenth monthly exhibition of the Hongkong Sketching Club took place this afternoon, at the St. Andrew's Hall, City Hall, and we are pleased to see, after two years' existence, that this excellent institution is in as flourishing a state as ever. Our 'academy' afterwards are always well attended, showing the marked interest which the public of Hongkong take in local art and this afternoon's exhibition was no exception to the rule, there being a large and fashionable attendance. The number of exhibits were rather above the average, as there were 50 pictures arranged tastefully round the room. Near the door is Mrs. Coughtrie's No. 24, a Portrait (unfinished), which we look upon as one of the best things exhibited. This lady excels in the art of portrait and figure painting, and this work, although unfinished, is commendable not only for its artistic conception, but as being a speaking and powerful likeness.

Two small efforts of Mr. Sandy's, No. 16, 'A Roadside Scrap' and No. 18, 'View in the R. N. Hospital Grounds,' are about the best we have ever seen produced by this gentleman. Usually his paintings are a little too highly worked up, but these little gems are sketchy, and yet much more effective than his more laborious works. No. 23 for instance. There is a study in charcoal for oil No. 51, 'A Jolly house' of Mr. Sandy which is also good. A lot of little water colours by Messrs Palmer and Turner are perhaps the most purely sketchy things in the exhibition. One can see that they are just made on the spot, and they are quick and bold work. Nos. 29 and 31 by Mr. Clement Palmer caught our eye. No. 58 is a decidedly hard looking bit. The idea is 'A waterfall near the Vanchai Gap.' The water is coming over a lot of stones which are arranged to look like a brand new granite retaining wall, and the waterfall itself looks as though a lot of white wool had been carefully arranged over the stones. Trees are indicated by a flat wash of sea green and the whole effect is somewhat pre-Raphaelite. No. 53 is a very disjunct production. 'Piccolo' and 'Chico' are two very curious little beings. They both appear to be suffering from elephantiasis and are of most apologetic proportions; nevertheless as they are from the *Illustrated London News*, we suppose it's all right. Mr. F. E. Foster's No. 26, 'The Lotus,' is one of those beautiful representations of 'Still Life' for which this gentleman is so justly famed, while on the other hand his No. 22, 'Capping-moon Pass after rain,' is a picture with most unusual colours. Undoubtedly the sunsets and effects of colour on hill, cloud and water are very wonderful in Hongkong, but light 'mauve' clouds appear to be rather far fetched. Mr. Berner exhibits three photographs painted on the chrysolium process, and the effect is very pretty. No. 8 by Mr. McManus, R.N., is a most commendable work. Mr. McCallum has a painting of the defence of Police Hill. No. 37 'Autumn Tints, Canada' by Col. Crawford, R.A., is a pretty little bit, full of colour, and Mr. D. Caldwell's Nos. 2 and 3 are most ambitious productions. From the way in which this latter gentleman improves month by month in his work, we imagine that he will be a 'shining light' in the club. Commodore Morant, R.N., gives us two pictures on warlike subjects well suited to the times, and which ought to be sent to the French Admiral to hang up in his cabin. One of them, No. 49, is 'The action with the Peiho Forts' and the other, No. 26, 'The Peiho Forts after the attack.'

Tea and cake were dispensed by some ladies, and all that was wanted to make the proceedings the perfection of enjoyment was—as we have always thought—a little music.

THE UNION CHURCH.
A meeting of members and seatholders of the Union Church was held this afternoon. There were present:—Messrs J. S. Cox, Dr. Chalmers, A. MacDonachie, J. D. Hutchison, W. D. F. Hutchison, W. Nevill Bain, Mathieson, Bunker, and Foster.

Mr Cox was voted to the chair.

The Chairman commenced by saying it had been found necessary to hold this meeting in order to come to some decision as to the future of the Church. The position of the finances would be laid before them and also the decision arrived at by the Committee, who had done all they could and failed, and they were now helpless to act further and had to appeal to the congregation.

The chairman then called upon Mr Hutchison, the Honorary Secretary, to read the report of the Committee.

Mr Hutchison read as follows:—
At a Committee meeting held on July 8th 1894, it was resolved:—
1. That an appeal be made to the members of the Church and congregation to raise the funds necessary to defray the present liabilities of the Church which, up to the termination on August 31st of the engagement with the pastor, amount to about \$1,300. Of this amount the seat rents will yield some \$250, leaving a balance of \$1,050 to be provided.
2. That the seatholders be informed that the Committee do not see their way to continue the regular work of the Church after the expiration of the engagement with the pastor. Services cannot be main-

tained in the church except by the expenditure of over \$300 per month, and the necessary funds are not forthcoming. For a number of years past great difficulty has been kept open only by great exertions on the part of members of the Church and the constant liberality of the public. In view of these financial difficulties the Committee do not feel justified in advising the Church to incur the further financial responsibility necessary to maintain regular services and will accordingly place their resignation in the hands of the seatholders at the end of the pastor's term of office.

Mr MacDonachie then proposed that the resolution of the Committee be adopted. Mr Bunker seconded and the motion was carried.

Mr J. D. Hutchison formally proposed, Mr Foster seconded, and it was resolved that the church be closed after the 31st August.

A resolution was afterwards passed to the effect that it be left to the Committee to decide how the money to pay off the arrears of liabilities, amounting to \$11,000 over and above the rent of seats, was to be raised.

Mr Nevill Bain suggested that some new blood be introduced on the Committee; the present one had done all they could.

Dr Chalmers, as pastor of the active church, afterwards thanked the congregation on behalf of the Chinese church for the use of the church.

He regretted the step which had been taken, and it seemed the same to him as if somebody had died. He did not see the matter in the same light as the matter; he would place them in difficulty, perhaps. He suggested that these seatholders who were paying should continue their subscriptions, so that the church might be kept going.

Mr W. D. Hutchison said the trustees had no power over when he left two years had elapsed from the time the services in the church ceased, so that the church was all right for that period.

It was also stated that the ground rent was \$68 per annum, and the insurance \$80 per annum.

Dr Chalmers said he would see how the Chinese viewed the matter. Perhaps they would do something.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before the Hon. J. Russell, Acting Chief Justice.)

Wednesday, July 5.

F. CHUBB v. C. A. SAWYER.—\$210.—A. CAMERON v. C. A. SAWYER.—\$217.

The parties in this case all belonged to the American ship *Whitehead*, defendant being the master and the plaintiffs being seamen.

When the case was called His Lordship asked plaintiffs why they did not go to the American Consul about their case.

Plaintiffs said they had.

His Lordship:—Well, has he decided it? Plaintiffs:—He has told us to sue the Captain.

His Lordship:—Well you had better sue the Captain before the Consul. I won't deal with the case. It is a matter of wages between you and the Captain, and therefore a case for the Consul.

CHEN LITTING v. R. L. PINKERTON.—\$23.04.

According to plaintiff's statement, he had been employed as chief steward to the second and third engineers and second officer of the steamer *Yangtze*, up to the 2nd of June. The practice had been to find the defendant, and when he left he took provisions on board the steamer belonging to him to the value of \$23.04. Just before leaving on the afternoon of the 2nd, he asked the defendant, who was promoted from third to second engineer the following day, to look after the provisions up to the 2nd, and told the Chief Engineer. Defendant refused to do so, and told the Chief Engineer. Plaintiff saw the Chief Engineer. The Chief Engineer refused to allow him to speak, and said: 'If you speak I will throw you overboard.'

In answer to His Lordship, plaintiff denied that the Chief Engineer had ever told him it was customary when a steward left for the new one to take over the provisions, and that that should be done in his case. He also denied he had agreed to this arrangement.

Defendant, Robert Leung Pinkerton, stated that when plaintiff left the provisions were put under lock and key by the chief steward of the ship. Defendant had never had the key; it was a Chinese lock; and he had never refused to let plaintiff have the goods, nor had he let the provisions go. What he did was to let the Chief Engineer who plaintiff wanted. He heard the Chief Engineer tell plaintiff that it was customary for the new boy to take over the provisions.

In reply to His Lordship, defendant said the plaintiff was very impudent; the Chief Engineer, who said he had agreed to throw plaintiff overboard if he was not less cheeky. Plaintiff never came back to the ship.

James Kemp, the Chief Engineer, also gave evidence to the effect that he told plaintiff it was customary on coasting boats for a steward to take over the provisions of his predecessor if he 'found' the mess. If he did not do that, then the Chief Steward of the ship would take them over. Plaintiff went away, and never said whether he agreed to this or not. Witness saw plaintiff on board ship next morning, but he did not know whether or not he had seen the chief steward. Plaintiff was very impudent.

His Lordship asked what the importances consisted of.

Witness:—He asked for his provisions in an insolent tone, and said he would have them. He spoke to me as if I were a coolie.

His Lordship said the man was asking for what he had a right to get; and although witness had construed what plaintiff had said into insolence, his Lordship did not consider it as such. He saw very plainly that plaintiff had been driven out of the ship by the threat he would be thrown overboard.

His Lordship ordered the provisions to be returned plaintiff and also that defendant should pay plaintiff \$1.25.

Taiwanfoo.
(From our Correspondent.)

July 5th, 1894.

The season of 1894 (sugar being our staple export), may be said to have come and gone, and now we can rest on our oars and float quietly down the stream till the bell rings for 'opening prices' next year.

Looking back at the last six months, one wonders what there is to chronicle in an unimportant place like this, that will interest the 'British Public' at your busy port, and 'echo answers' little or nothing.

The first three or four months 'wars and rumours of wars' were the order of the day, and slowly but surely the importation of soldiers went on until we now boast a

garrison of some 20,000 of the grenadiers of China.

Many are the acts of incivility which are credited to these gentlemen, but the look of calm dignity, and conscious power, worn by your correspondents, has always quelled the most factious of them. The most daring outrage was that perpetrated on H. B. M.'s Consul here. Gently, but firmly was he seized by each arm by two stalwart 'braves,' and by gentle encouragement persuaded to increase his pace from a walk to a run down one of the city streets.

Vainly did our most influential citizens express a hope that representations would be made to the proper quarters and an apology demanded for the indignity suffered.

I am told that with a truly Pickwickian benevolence, H. M.'s representative explained 'that it was simply the ignorance of these poor men; had they known it was me, they would not have done it.' Slowly but surely the citizens vended their way home, regretting that one and all they could not be English consuls, and have an advertisement to that effect placed on them in Chinese. Then they would know us don't you know.

The primary object of the military authorities here for some time appears to have been to burn as much powder as possible. Night and day regiment after regiment has been marched out on to the large salt plains between here and the city, and volley firing and skirmishing have been continued by them hour after hour.

Occasionally amongst this blank cartridge firing, one hears the sharp ping of a bullet clearing its way overhead, showing that the armoury sergeant is a little mixed in his ammunition. They are not a smart body of men these soldiers; their uniform is dirty, they are more so; they look ill fed, and we know that they are dying like sheep at times.

Carelessness of life amongst the Chinese is proverbial. Some time ago, one of the Chinese gunboats brought a consignment of gunpowder, packed in tubs, and it was landed on the bund exactly opposite the premises of Messrs Louts and Halescop.

A company of soldiers superintended the discharge, and, having landed the cargo, lit their pipes, and sat down on the tubs to discuss politics. Three coolies in the boat also decided to smoke, ignoring the fact that there was much loose powder in there. Unfortunately the powder did not ignore them. A smart explosion and three partially washed Chinamen in the creek was the result. There were on the boat some 10 tons; had this exploded, it is probable that this letter would not have been written.

Philanthropy has been rife amongst us. A most determined effort has been made by our local philanthropist to light the city of Taiwanfoo with gasoline. This is done entirely for the good of the community, both present and future, and for the advancement of the Chinese. Machinery has been brought from America, consignments of gasoline have arrived, experiments have been made, and the delighted Chinese explain that the only trouble is that there is a little too much light. (There was something said about a fire but they could not have meant that though.) In the blow the other day, we lost our bund; it was washed away. Calling the next day to see a gentleman who has great influence in the port in matters of land, we found him beaming' and full of a bundle scheme. It, the bund, was to be 40 feet deep; it was to be planted with trees (here we got so enthusiastic that we saw cats, and little round marble tables, cake at last, and all the accessories that make a belle Franco so pleasant in the summer.) And it was to be built soon. Knowing his great influence we shook him cordially by the hand and entered into his plan with zeal. There was philanthropy with a vengeance. Having settled all the details, we wished him good-bye, when he exclaimed: 'I suppose I may put you down for '\$500 subscription.' Never before had we felt the meanness of human nature so badly. The old bund will be restored.

On Sunday last we experienced a heavy blow, which, though hardly a typhoon, was a good imitation of one.

The glass fell on Saturday and the German barque *Walter Seigfried* cleared out from here, in the afternoon. Up to the time of writing she has not put in an appearance and we are all more or less anxious about her.

The damage done here was very slight. The bund was entirely destroyed and about half a dozen large junks, loaded with sugar, were swept some 2 miles up country and deposited in the paddy fields, where they are likely to remain. A few houses fell in the city and killed some Chinese. In Takow the *Nicola* shipped her anchor and we hear nearly got on shore at Junk Island in the Pescadores.

Inside the *Wandering Mustreland* H.B.M. ship *Martin* got together owing to the gunboat dragging. After a good deal of bumping and scraping the *Martin* got clear, with loss of bulwarks, boats and davits. The blow commenced about 7 o'clock on Sunday morning, and the glass commenced to rise at 7.20 in the evening.

There must have been heavy losses of Chinese fishing boats and junks. Some bodies have been picked up on the beach.

Our principal amusement here is boat sailing. Where two or three are gathered together there is 'boat sailing' the subject of conversation.

Shanghai.

His Excellency Hail Ching-Chang, the new Chinese Minister to Berlin, leaves here for his native home to-morrow (July 4th). After having paid a visit for a few weeks he will proceed to Europe to take up his new post.

Admiral Courbet left Hongkong on 2nd July in the cruiser *Hamel*, he is expected here to-morrow (July 5th).

The *Siu Fao* of the 2nd July says:—At 4 p.m. yesterday we received a telegram from our correspondent at Tientsin which says: 'There is a rumour that the French Consul at Tientsin and the French Minister at Peking intend to mail down their flags and retire, on account of the renewal of hostilities, and that they received a telegraphic order from France to do so. Therefore preparations for war are being hurried up, orders have already been given by the Chinese authorities to lay both warships and land torpedoes at the mouth of the Taku river.—*Mercury*.'

Peking.

27th June.
You have no doubt already heard that General Liu Ming-chuan, the promoter of railways and formerly Military Governor of Chihli, who came back lately to Court after a mourning vacation, has just been ordered to Tai-wan Fu, and that all the Tientsin and other civil officials in Formosa are to be under him. The Decree does not actually withdraw the control of the present Fu-tai, but by the arrangement now made, Liu is almost in the position of Governor of Formosa.

You will also have heard by telegram that seven new men are ordered to join the Tsung-li Yamen. Two tone now ruling is a tendency to make all departments of the public service thoroughly efficient, and to place all under the control of thoroughly able men. This is a good sign. It strikes at the root of much of the incompetency and maladministration which you so constantly and so justly criticize.

All the reports that reach you of Prince Kung coming back to power, or of the probability of a breach with France when the details of the late Treaty come to be considered, are, I believe, without any good foundation. At the time I write everything has a peaceful and settled look. But the Government has taken a new departure. It means to be efficient. The appointment of Liu-Ming-chuan to Formosa, for example, means more than appears upon the surface. Formosa is a breeding-ground for pirates, a possible battle-field for Japan, a near neighbour to Loo-chiu, and sufficiently close to Korea to be of military significance in case of need. Liu's appointment evidences an intention to reform abuses, to utilize the position, to guard against attack, and to strengthen the Empire on the coast. All this indicates a change of policy on which the Chinese Government may be congratulated, and which has the hearty approval of the Chinese here.—*N. C. Daily News*.

Japan.

The Mikado is now stated to have recovered, and the long-expected opening of the new railway line will take place to-morrow, the 26th June.

The Minister of Finance has also published his estimates for the next financial year, showing a contemplated expenditure of nearly seventy millions of yen.

A meeting of the Public Hall Association has been held, at which it was decided to raise the sum necessary to complete the building by debentures.

The first sales of new silk arrived here on the 11th June eleven days earlier than last year. They reached 8475 as against 8540 the opening price of last season. Other lots of silk, which have since reached this have been settled at still lower rates.

Business in Imports is in a very depressed state, and prices are weaker all round. In tea a very large business continues, and our total settlements at both ports are nearly equal to those of last year.—*Herald*.

Corea.

We understand that the German Consul for Chemulpo (Korea), Mr. Butler, arrived at his post on the 23rd June, per s.s. *Venezia*, to the great delight of his nationals at that port.

The steamers *Nanzing* and *Chitos Maru*, three Japanese schooners, five Chinese and two Japanese junks, were in the port of Jenchenan, Corea, on the 25th June, besides about sixty native junks.—We understand that the Italian treaty was concluded successfully, and the Italian Minister had an audience of the King on the 25th June, attended by a guard of honour supplied by the *C. Colombo*. The Russian Minister landed on the 26th of June, to proceed to the capital.

The British Admiral was expected with his fleet at Chemulpo, Korea, when the s.s. *Nanzing* left that port. On the 25th June the following men-of-war were at Chemulpo, Corea:—British *Cockchaek*, Italian *C. Colombo*, Russian *Stolietz*, *Wagankin*, *Schod*, U.S. *Albat*, and *Yentou*, and one Japanese corvette.

Several letters are available now in Chemulpo (Jenchenan) for the numerous visitors going to the Capital of Korea during the present summer; there are several Japanese hotels, including the 'Occidental Restaurant' and one foreign ('Steinbock's Hotel') kept by an experienced foreigner.

One of the officers of the U.S.S. *Trenton* died and was buried in New Cemetery, Chemulpo, on the 23rd June. The representatives of the British, Italian, Japanese and Russian men-of-war in port followed the coffin, also the Commissioner of Customs, the British Consul, the Harbour Master, and other residents. The band of the *Trenton* accompanied, and the marines fired three volleys over the grave.

There was a large concourse of natives on that occasion, whose behaviour was very orderly.—*Shanghai Mercury*.

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Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MAISELLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON;
AND
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ROSETTA, Captain G. W. Brady, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports at Call, on
THURSDAY, the 17th July, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Special Goods at the Office
until 10 a.m. on the day of sailing.
For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

A. McIVER, Superintendent.
Hongkong, July 7, 1894. 1117

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PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND STOPPING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
NEW YORK will be despatched for
San Francisco, via Yokohama, on WED-
NESDAY, the 23rd instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Mexico, Central, and
South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
Return Passengers - Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return fare; if re-embarking
within one year, an allowance of 10% will
be made from Return fare. Pro-Paid Return
Passage Orders, available for one year,
will be issued at a discount of 25% from
Return fare. These allowances do not apply
to through fares from China and Japan to
Europe.
Freight will be received on board until 4
p.m. on the 22nd instant. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.
Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agents of the
Company, No. 50A, Queen's Rd. Central,
Hongkong, July 2, 1894. 1006

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LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL - TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, or
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1897. 100

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1892. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:-
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant POLICIES on MARINE
RISKS to all parts of the World, at current
rates.

ARNOLD, KARBURG & Co.

Hongkong, November 5, 1893. 885

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are, for
Letters per half ounce, for Books, and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, trouble, &c., as the
case may be, but such papers or packets of
papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except bona fide Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or
Books.

Commercial Papers signify such papers
as, though Written by Hand, do not bear
the character of an actual or personal cor-
respondence, such as invoices, deeds, copied
letters, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of any Registered Article
may accompany it with a Return Receipt
on paying an extra fee of 5 cents.
The limit of weight for Books and Com-
mercial Papers to Foreign Post Offices is
limited to 3 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.

The Union may be taken to comprise
Europe, all foreign possessions in Asia,
Japan, W. Africa, Egypt, Mauritania, all
N. America, Mexico, Salvador, Brazil,
Paraguay, Chile, Venezuela, The Argentine
Republic, Jamaica, Trinidad, Guyana,
Honduras, Bermuda, Labuan, Hawaii, with
all Danish, French, Netherlands, Portu-
guese and Spanish Colonies.

Countries not in the Union - The chief
countries not in the Union are the Aus-
tralian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:-
Letters, 10 cents per 1/2 oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 2 cents per 2 oz.

There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, Letters, 10; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2; Via Cape, Letters, 25; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2.
Natal, the Cape, St. Helena, Ascen-
sion, Bolivia, Letters, 25; Registration,
10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

	General Post Office (Hong Kong)	General Post Office (Canton)	General Post Office (Shanghai)
Letters (per 1/2 oz.)	10	10	10
Post Cards (each)	3	3	3
Registration (each)	10	10	10
Newspapers (each)	2	2	2
Books, Patterns (per 2 oz.)	2	2	2

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Hongkong, July 2, 1894. 1006

LOCAL DELIVERY.

1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mails.

2. Invitations, &c. can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boxholders who desire to send Cir-
culars, Dividend Warrants, Invitations, &c.,
&c., all of the same weight, to addresses in
Hongkong, Shanghai, or the Ports of
China, may deliver them to the Post
Office unsealed, the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

4. Boxholders may also send Patterns
to the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be fully
explained or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circulars may be
inserted in each Pattern Packet.

Local and Indian Parcel Post

1. Small Parcels may be sent by Post
at Book Rates between Hongkong and any
of the British Post Offices in China, as well
as to Japan, Macao, Pakhoi, the Straits
Settlements, Ceylon and India. They must
not exceed the following dimensions: 2 feet
long, 1 foot broad, 1 foot deep, which more
than 3 lbs., nor be smaller than 3 in. by 2
in. Such parcels may be wholly closed,
if they bear this special endorsement,
PARCEL, CONTAINING NO LETTER, but any
parcel may be opened by direction of the
Postmaster General. In the case of Parcels
for India, a declaration of contents and
value is required, a printed form for which
is supplied gratis. The Registration of
Parcels for India and Ceylon is compulsory.

Scale of Hire for Street Coolies.

One Day,	50
Half Day,	25
Three Hours,	12
One Hour,	5
Half Hour,	3

Nothing in the above Scale to affect
private agreements.

SIXTEEN COOLIES.

One Day,	50
Half Day,	25
Three Hours,	12
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2. The following cannot be transmitted:

Parcels insufficiently packed or protected
or liable to be crushed (as handboxes,
&c.) Opium, Glass, Liquids, Explosive sub-
stances, Matches, Indigo, Dyestuffs, Iodine,
Mercury, Glass, Fruit, Vegetables, or
whatever is dangerous to the Mails, or
likely to become offensive or injurious in
transit.

3. Parcels are as a general rule forwarded
by Private Ship, not by Contract Mail
Packet. To India they are forwarded by
the P. & O. and Indian Mail Packets only,
to Ceylon by P. & O. only. No respon-
sibility is accepted with regard to any
parcel, unless Registered, and then only to
the amount of \$10.

4. The public are cautioned not to con-
found these facilities with a Parcel Post to
Europe, &c., which does not exist.
It is necessary that the following rules
be strictly observed.

1. No Letter or Packet, whether to be
registered or unregistered, can be received
for Postage if it contains gold or silver
money, jewels, precious articles, or any-
thing that, as a general rule, is liable to
Customs duties.

2. This Regulation prohibits the sending
of Patterns of dutiable articles, unless the
quantity sent be so small as to make the
sample of no value.

3. The limits of weight allowed are as
follows:-
Books and Papers - to British Offices,
5 lbs.; to the Continent, &c., 4 lbs.
Patterns - to British Offices, 5 lbs. if with
out intrinsic value; to the Continent,
&c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered correspon-
dence, but it is prepared to make good the
contents of such letters or packages while
passing through the Post, to the extent of
\$10, in certain cases, provided:-

1. That the sender duly observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such appli-
cation unless it also is lost.

4. That the Postmaster General is satis-
fied that the loss occurred while the corre-
spondence was in the custody of the British
Postal administration in China; that it was
not caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for mere
damage to fragile articles such as portraits,
vases, handkerchiefs, handkerchiefs, &c.,
which reach their destination, although in a
broken or deteriorated condition.

Chair, Jinricksha, and Boat
Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS,
CHAIR MEN, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour,	10
One hour,	20
Three hours,	50
Day (from 6 to 6),	One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies,	\$1.00
Three Coolies,	0.85
Two Coolies,	0.70

Return (direct or by Pak-fo Lam).

Four Coolies,	\$1.50
Three Coolies,	1.20
Two Coolies,	1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA
SEAT).

Single Trip.

Four Coolies,	\$0.50
Three Coolies,	0.50
Two Coolies,	0.40

Return (direct or by Pak-fo Lam).

Four Coolies,	\$1.00
Three Coolies,	0.85
Two Coolies,	0.70

The Return fare embraces a trip of not
more than three hours.

For every hour or part of an hour above
three hours, each Coolie will be entitled to
an additional payment of 5 cents.

Day Trip (Peak) \$0.75 each Coolie. |

(12 hours) Gap \$0.50 each Coolie. |

Jinricksha.

Quarter of an hour or less, 5 cts. |

Half an hour, 10 |

One hour, 15 |

Three hours, 25 |

Six hours, 35 |

One day (12 hours), 50 |

For trip to Shaukei Tsuen, 1.50 |

Return, 20 |

Per trip to Aberdeen, from the cen-
tre of the Town, 25 |

Return, 40 |

If an Extra Coolie is employed, there will
be an addition of half the above scale to
each. Nothing in this scale prevents private
agreements.

Licensed Barriers (each).

Hour,	10 cents.
Half day,	35 cents.
Day,	50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day,	\$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load,	2.00
2nd Class Cargo Boat of 600 piculs, per Day,	2.50
2nd Class Cargo Boat of 600 piculs, per Load,	1.75
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day,	1.50
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load,	1.00
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day,	50

Scauans.

or Pullaway Boat, per Day,	\$1.00
One Hour,	20
Half an Hour,	10
After 6 p.m.,	10 cents extra.

Nothing in this Scale prevents private
agreements.

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One Hour,	5
Half Hour,	3

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the
Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the P. & O. Co.'s Factory.
3. From P. & O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Arratoon Apeur	h	1392	July 7	David Sassoon, Sons & Co.	Calcutta, &c.	19th inst.
Arabie	h	2787	May 28	O. S. S. Co.	Yokohama & San Francisco	12th inst.
Cairngorm	c	1166	July 4	Adamson, Bell & Co.	Saigon	To-day
Cassandra	c	1097	July 1	Adamson & Co.	Saigon	11th inst.
Crusader	h	386	July 3	Arnold, Karberg & Co.	Shanghai	To-day
C. P. Hook	h	402	May 28	Thos. Howarth & Co.	Straits Settlements	To-morrow
Duburg	h	921	July 8	Bun Hin Chan	Manila	Tug